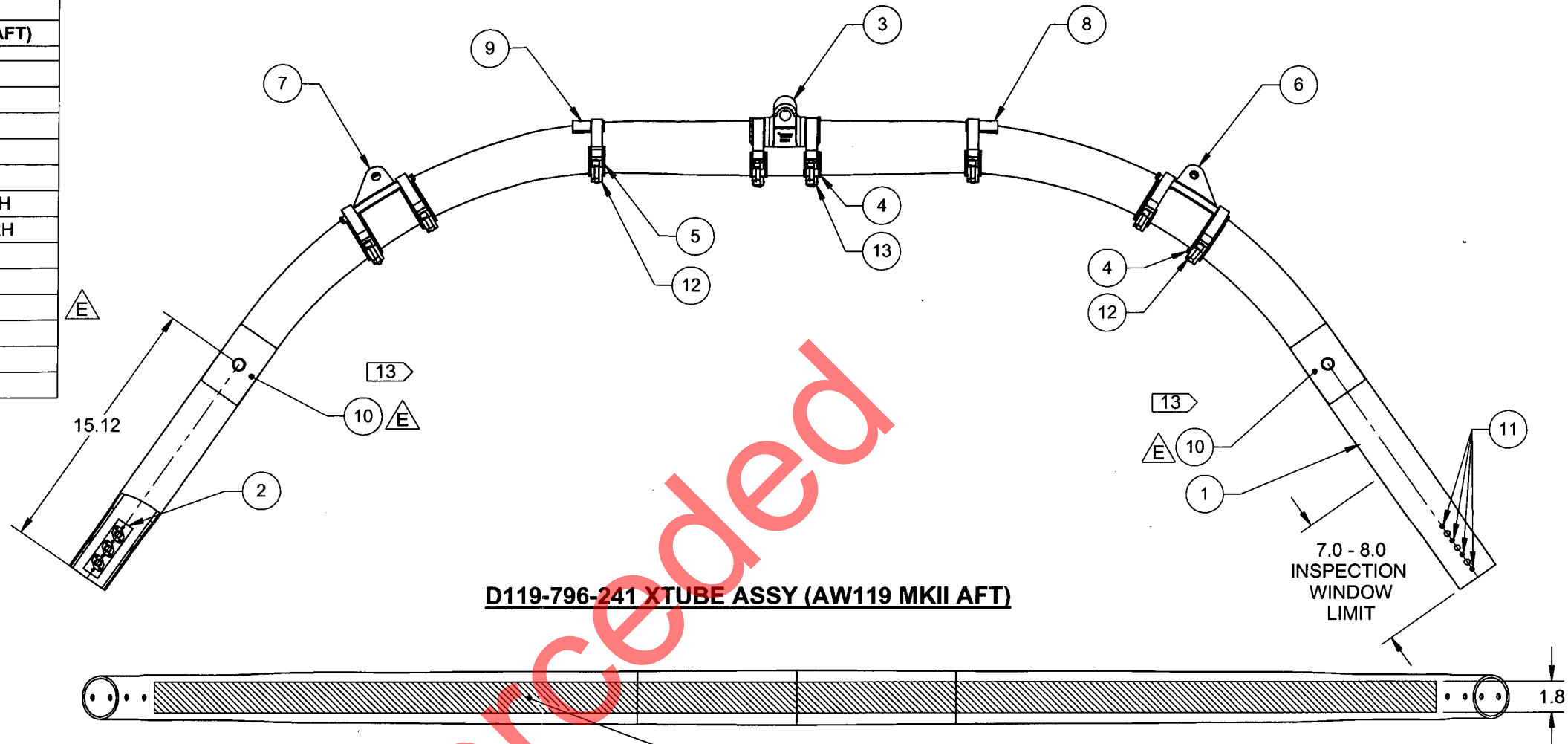


ITEM	QTY -241	P/N	DESCRIPTION
	X	D119-796-241	XTUBE ASSY (AW119 MKII AFT)
1	1	D119-796-241BND	CROSSTUBE, AFT
2	4	D2873-043	RADIUS BLOCK
3	1	D5122-1	CENTER SUPPORT
4	6	D5123-1	CLAMP CUSHION
5	2	D5123-5	CLAMP CUSHION
6	1	D5134-041	DAMPER SUPPORT ASSY, LH
7	1	D5134-042	DAMPER SUPPORT ASSY, RH
8	1	D5136-1	CONTACT PAD, LH
9	1	D5136-2	CONTACT PAD, RH
10	2	D5152-043	AFT POST MOUNT ASSY
11	16	CR3212-4-07	RIVET, BLIND CSK
12	6	MS21920-25	CLAMP
13	2	MS21920-28	CLAMP



**D119-796-241 XTUBE ASSY (AW119 MKII AFT)**

**NOTES:**

- 1) MATERIAL: N/A
- 2) FINISH: MASK UNDERSIDE OF CROSSTUBE AS SHOWN (B3-1, HATCHED AREA)  
PAINT OUTSIDE PER DART QSI 005 4.2  
REMOVE MASKING AND APPLY MATTE CLEAR COAT
- 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
- 4) UNITS: INCHES UNLESS OTHERWISE NOTED
- 5) BREAK SHARP EDGES: N/A
- 6) IDENTIFICATION: IDENTIFY USING PART NUMBER "D119-796-241" AND BATCH NUMBER ON INSIDE OF CUFF PER QSI 044 6.4
- 7) WEIGHT: 26.26 lbs
- 8) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.
- 9) INSTALL D5122-1 CENTER SUPPORT AT 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE USING A 0.04" TO 0.07" THICK LAYER OF SCOTCH-WELD DP460 PER QSI 015. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER DP460 HAS CURED FOR 24 HOURS.
- 10) AFTER FINISHING, ABRASE MATING SURFACES OF D5136-1/-2 AND SURFACE OF CROSSTUBE WITH SCOTCH BRITE 7447 RED AND REMOVE RESIDUE WITH DUPONT 4105S WASH 'N' WIPE DEGREASER. APPLY A 0.100" MIN THK LAYER OF PROSEAL 890 ON THE INSIDE CONCAVE SURFACE OF THE D5136-1/-2 CONTACT PADS AND INSTALL AT AN 8.4° OFFSET FROM THE CROSSTUBE BENDING PLANE. INSTALL MS21920-25 CLAMPS AND D5123-5 CLAMP CUSHIONS WHILE WET. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER PROSEAL 890 SEALANT HAS CURED FOR 72 HOURS.
- 11) TORQUE MS21920 CLAMPS 80 - 100 IN-LB. ENSURE AT LEAST 1.5 THREADS SHOWING IN SAFETY, THE NUT HAS NOT BOTTOMED-OUT AFTER TORQUING AND THE NUT IS FACING AFT.
- 12) AFTER FINISHING, POSITION AND INSTALL D5134-041/-042 DAMPER SUPPORTS USING JIG DT10085. ABRASE MATING SURFACES OF THE D5134-041/-042 DAMPER SUPPORTS AND CROSSTUBE WITH SCOTCH BRITE 7447 RED AND REMOVE RESIDUE WITH DUPONT 4105S WASH 'N' WIPE DEGREASER. APPLY A 0.100" MIN THK LAYER OF PROSEAL 890 ON THE INSIDE CONCAVE SURFACE OF THE D5134-041/-042. INSTALL MS21920-25 CLAMPS AND D5123-1 CLAMP CUSHIONS WHILE WET. PRIOR TO PACKAGING, RE-CHECK TORQUE ON CLAMPS AFTER PROSEAL 890 SEALANT HAS CURED FOR 72 HOURS.
- 13) PRIOR TO FINISHING, ABRASE MATING SURFACES OF CROSSTUBE AND D5152-043 WITH SCOTCH BRITE 7447 RED AND REMOVE RESIDUE WITH DUPONT 4105S WASH 'N' WIPE DEGREASER. INSTALL D5152-043 WITH LAYER OF PROSEAL 890 ON INSIDE CONCAVE SURFACE, 0.100" MIN THK. LOCATE D5152-043 USING TOOL DT10112.

MASK AREA PRIOR TO PAINTING  
REMOVE MASKING AFTER PAINTING  
AND APPLY CLEAR COAT

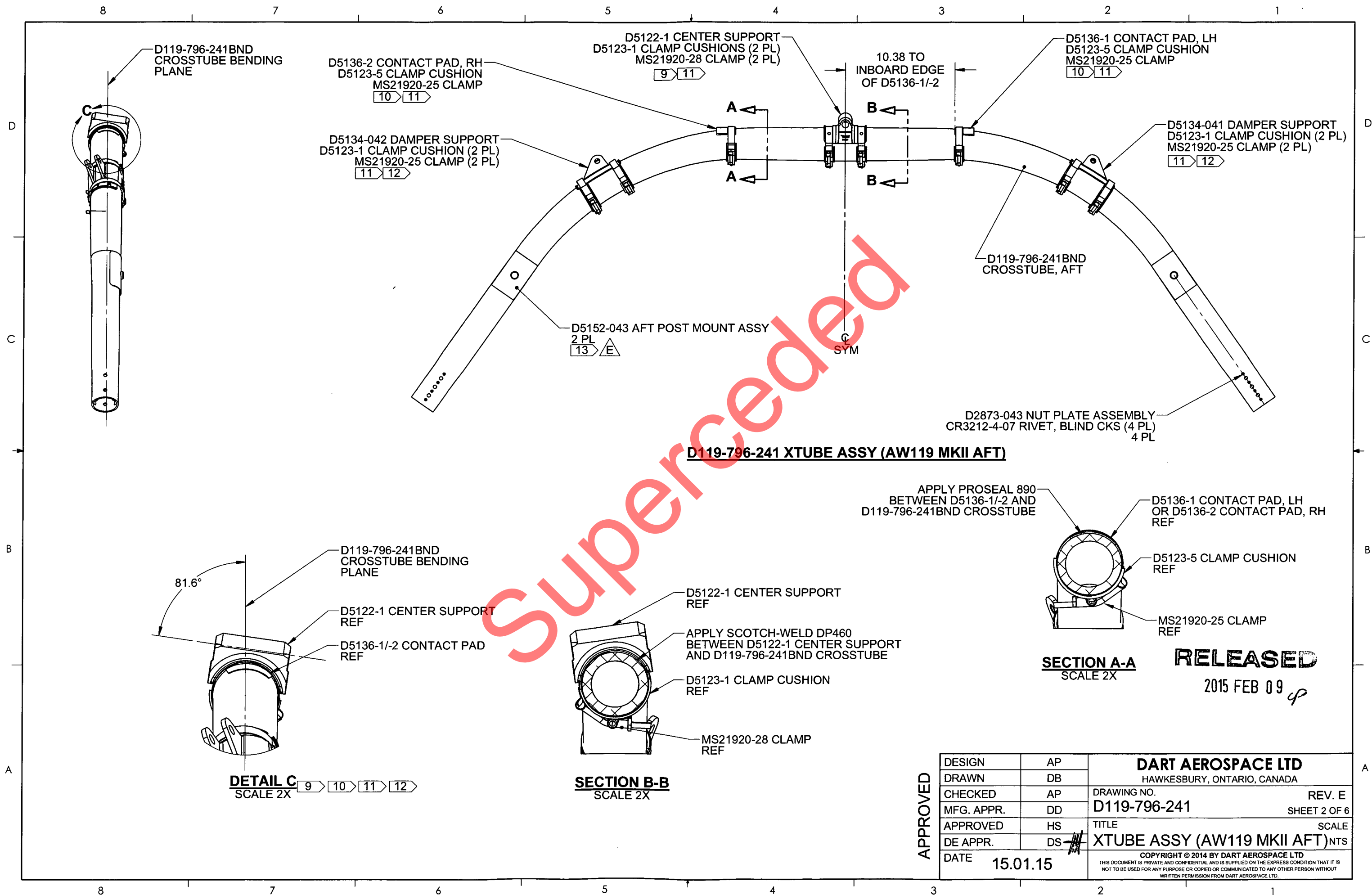
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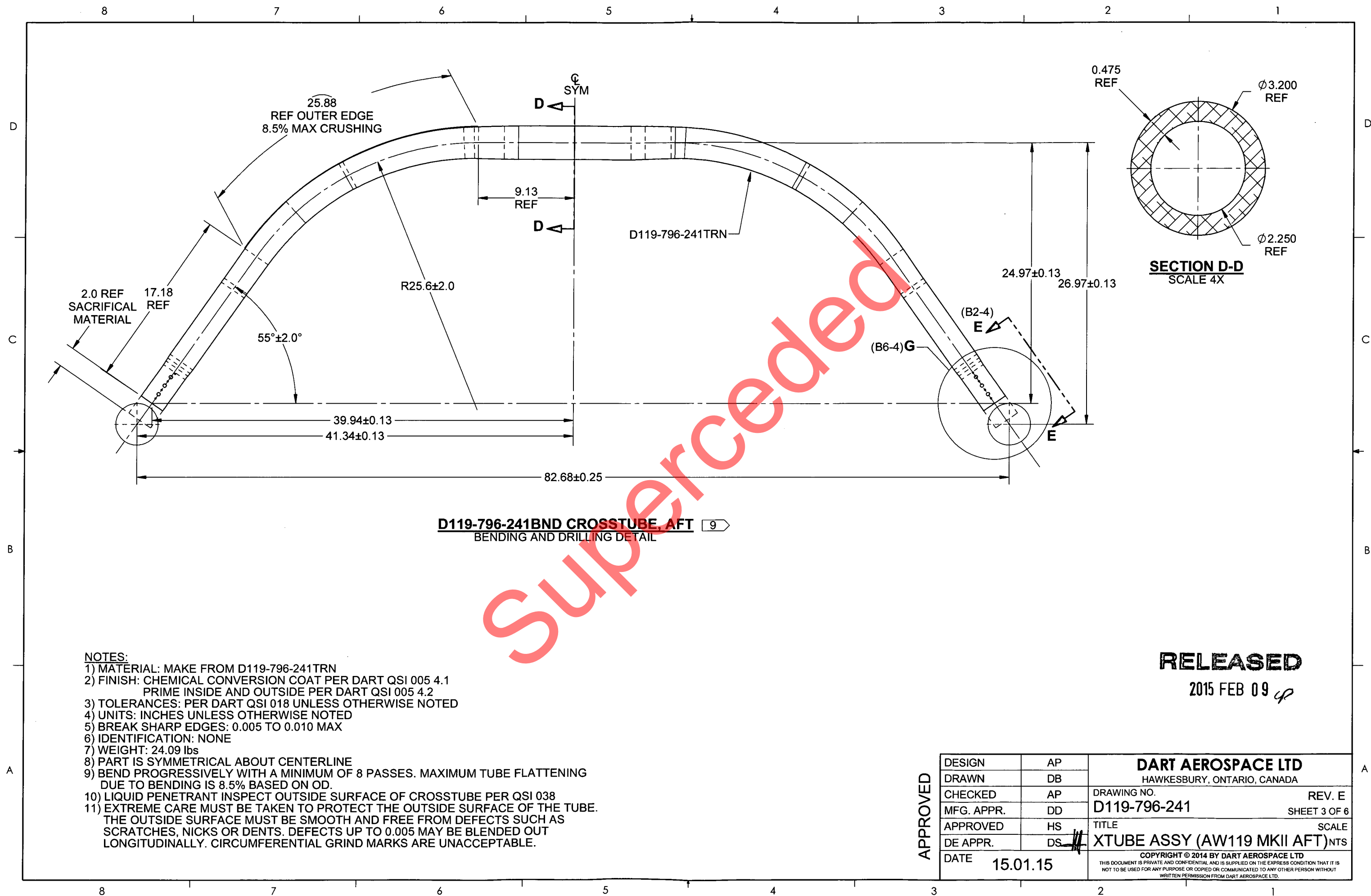
ECN 15-516

E	D5152-043 WAS D5150-3, SCOTCH BRITE 7447 RED WAS 180 GRIT SANDPAPER	DB	15.01.15
D	ADD D5150-3 STEP POST (2X), MOVED INSPECTION WINDOW DETAIL TO SHT 1, MODIFIED NOTES ON SH 1 & 3	DB	14.11.25
C	CR3212-4-07 RIVETS WAS CR3212-4-05 RIVETS, RADIUS BLOCK WAS NUT PLATE ASSEMBLY (BOM), REMOVED 7.5 DEG CUFF HOLE OFFSET (A1-3), REDUCED CUFF DIA TO 2.500 (C8-5), ADD INSPECTION WINDOW	AP	14.10.23
B	ORIENTATION OF D5122-1 CENTER SUPPORT WAS CORRECTED. D5123-5 ADDED UNDER D5136-1/-2 CONTACT PADS. ADDED D2873-043 NUT PLATE ASSY & CR3212-4-05 RIVETS. ADDED REFERENCE TO SKIDTUBES FOR LOCATING CUFF HOLES. RE-ORGANIZED NOTES, REMOVED REDUNDANT INFORMATION.	AP	14.09.08
A	NEW ISSUE	AP	14.08.07
REV.	DESCRIPTION	BY	DATE
DESIGN	AP	<b>DART AEROSPACE LTD</b> HAWKESBURY, ONTARIO, CANADA	
DRAWN	DB		
CHECKED	AP	DRAWING NO. <b>D119-796-241</b>	
MFG. APPR.	DD	REV. E SHEET 1 OF 6	
APPROVED	HS	TITLE <b>XTUBE ASSY (AW119 MKII AFT)</b>	
DE APPR.	DS	SCALE	
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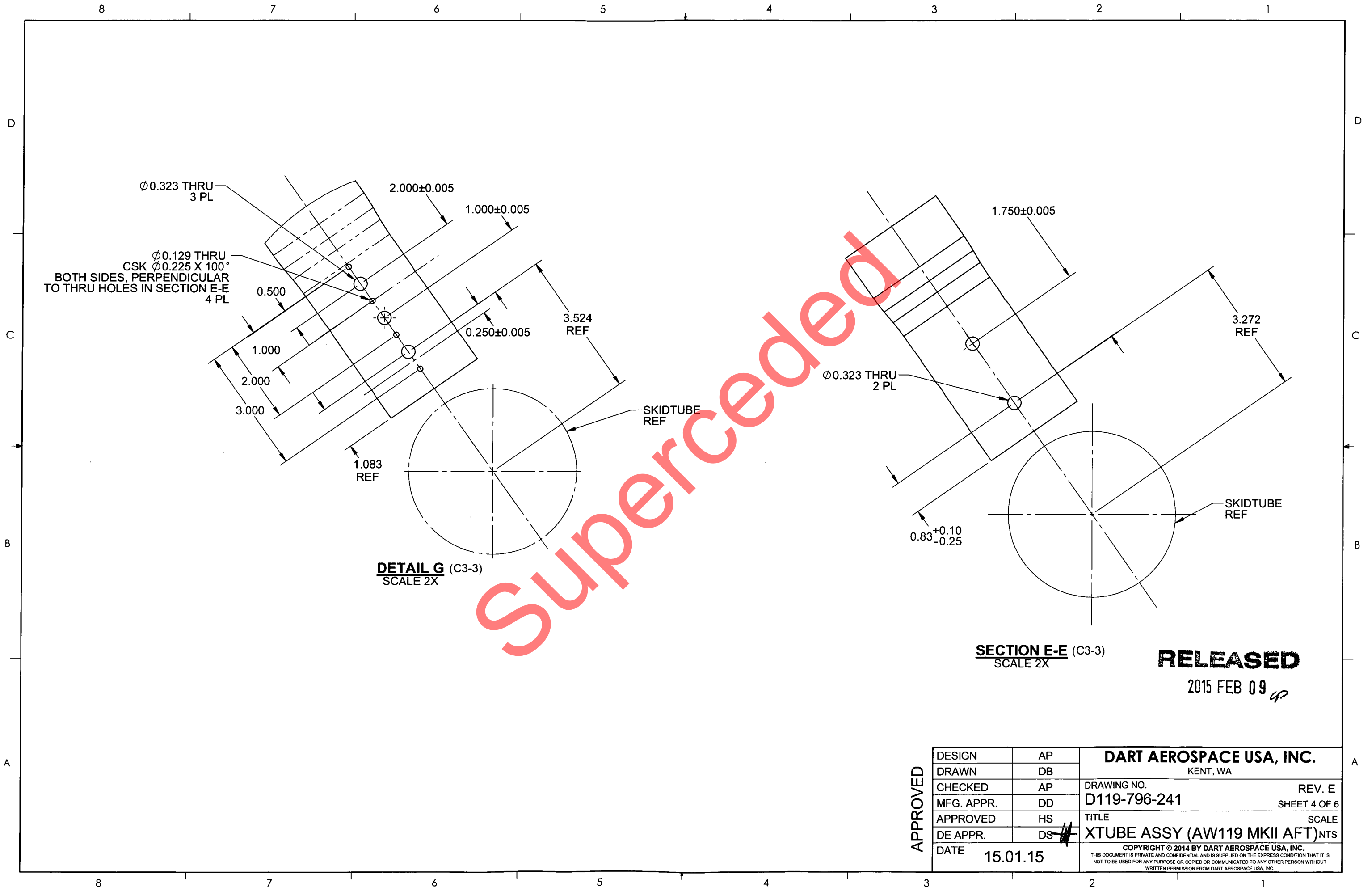
DESIGN	AP	<b>DART AEROSPACE LTD</b> HAWKESBURY, ONTARIO, CANADA	
DRAWN	DB		
CHECKED	AP	DRAWING NO.	REV. E
MFG. APPR.	DD	<b>D119-796-241</b>	SHEET 2 OF 6
APPROVED	HS	TITLE	SCALE
DE APPR.	DS	<b>XTUBE ASSY (AW119 MKII AFT)</b>	NTS
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- NOTES:
- 1) MATERIAL: MAKE FROM D119-796-241TRN
  - 2) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1  
PRIME INSIDE AND OUTSIDE PER DART QSI 005 4.2
  - 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
  - 4) UNITS: INCHES UNLESS OTHERWISE NOTED
  - 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
  - 6) IDENTIFICATION: NONE
  - 7) WEIGHT: 24.09 lbs
  - 8) PART IS SYMMETRICAL ABOUT CENTERLINE
  - 9) BEND PROGRESSIVELY WITH A MINIMUM OF 8 PASSES. MAXIMUM TUBE FLATTENING DUE TO BENDING IS 8.5% BASED ON OD.
  - 10) LIQUID PENETRANT INSPECT OUTSIDE SURFACE OF CROSSTUBE PER QSI 038
  - 11) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM DEFECTS SUCH AS SCRATCHES, NICKS OR DENTS. DEFECTS UP TO 0.005 MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.

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	DRAWN	DB		
	CHECKED	AP	DRAWING NO.	REV. E
	MFG. APPR.	DD	D119-796-241	SHEET 3 OF 6
	APPROVED	HS	TITLE	SCALE
	DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)NTS	
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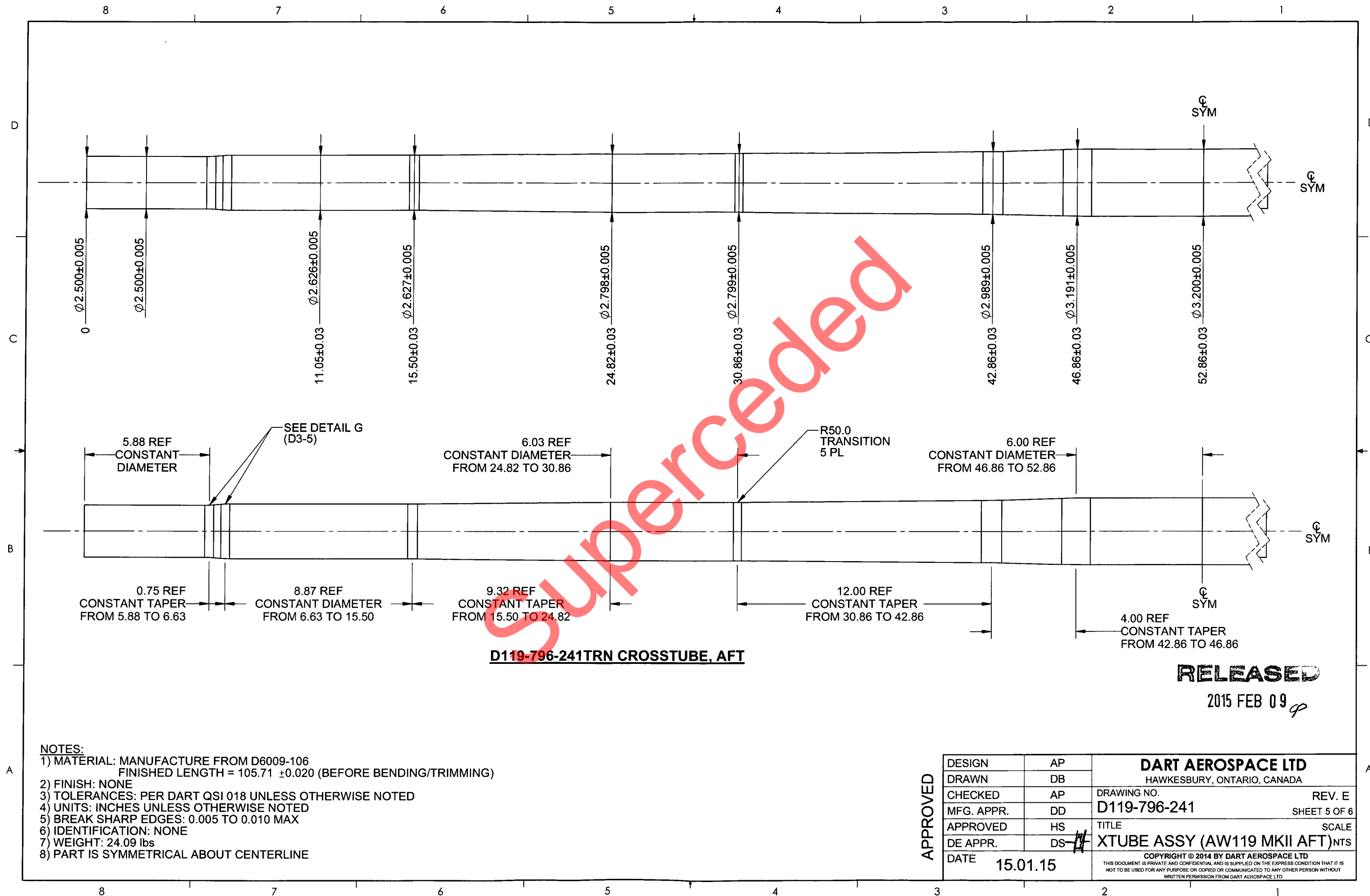
**DETAIL G (C3-3)**  
SCALE 2X

**SECTION E-E (C3-3)**  
SCALE 2X

**RELEASED**  
2015 FEB 09 *up*

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	DRAWN	DB		
	CHECKED	AP	DRAWING NO.	REV. E
	MFG. APPR.	DD	D119-796-241	SHEET 4 OF 6
	APPROVED	HS	TITLE	SCALE
	DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT) NTS	
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NOTES:  
 1) MATERIAL: MANUFACTURE FROM D6009-106  
 FINISHED LENGTH = 105.71 ±0.020 (BEFORE BENDING/TRIMMING)  
 2) FINISH: NONE  
 3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED  
 4) UNITS: INCHES UNLESS OTHERWISE NOTED  
 5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX  
 6) IDENTIFICATION: NONE  
 7) WEIGHT: 24.09 lbs  
 8) PART IS SYMMETRICAL ABOUT CENTERLINE

APPROVED	DESIGN	AP	<b>DART AEROSPACE LTD</b> HAWKESBURY, ONTARIO, CANADA	
	DRAWN	DB		
	CHECKED	AP	DRAWING NO.	REV. E
	MFG. APPR.	DD	D119-796-241	SHEET 5 OF 6
	APPROVED	HS	TITLE	SCALE
	DE APPR.	DS	XTUBE ASSY (AW119 MKII AFT)	NTS
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